

# COAST GUARD BULLETIN



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## SEASON'S GREETINGS

Once again it is my privilege to send the season's greetings to you men and women of the Coast Guard. Let us look forward to the years ahead when, due to the combined devotion to duty of you and your comrades, "Peace on Earth, Good Will to Men" will mean more than a Christmas message.

R. R. WAESCHE,  
*Commandant.*

## FIRST ISSUE OF PROCEEDINGS OF MERCHANT MARINE COUNCIL IN PRESS

The material which has been published in the COAST GUARD BULLETIN since July 1942 under the heading "Merchant Marine Inspection Activities," will, in the future, appear as part of the new monthly publication "Proceedings of the Merchant Marine Council." This new publication will be issued monthly, the first issue being dated January 1944.

"Proceedings of the Merchant Marine Council" will be devoted to those activities of the Coast Guard affecting the safety of navigation of the United States Merchant Marine and other shipping entering American ports. All persons having a need for information regarding the activities of the Coast Guard in this field will be placed on the

mailing list for the new publication upon request addressed to the Commandant, Coast Guard Headquarters, Washington, D. C.

The new monthly publication will contain reports of the meetings of the Merchant Marine Council and of its local panels. Articles summarizing useful information gained from the Coast Guard's investigations of casualties and material bearing on the general subject of safety at sea, will be regular features of the publication. It will also contain reprints of all regulations affecting the Merchant Marine promulgated or enforced by the Service, and amendments thereto. Merchant Marine personnel statistics will be published in tabular form. The equipment approved by the Commandant for the better security of life on merchant vessels will be listed as well as certain other administrative actions required by the regulations, such

<sup>1</sup> Published with the approval of the Director of the Budget.

as lists of companies who have filed acceptable affidavits, submitted reports, etc., on equipment or materials which are found to comply with Coast Guard requirements. Circular letters issued by the Coast Guard to its enforcement officers and to the industry will be reprinted together with any explanatory matter deemed appropriate. Articles of general information will also appear, covering the maintenance of lighthouses, lightships, radiobeacons, buoys, and other aids to marine navigation, as well as matters of interest in connection with port security. General articles will include excerpts from addresses of the Commandant having to do with Merchant Marine affairs, and articles by officers of the Coast Guard and the Merchant Marine upon subjects related to safety in merchant shipping.

#### **OPERATING MANUAL FOR ACETYLENE LIGHTS NOW AVAILABLE**

In order to standardize procedure in the servicing of lighted aids to navigation, and to make technical servicing information readily available to all operating personnel, the Coast Guard has just adopted a handbook of instruction issued by one of the large companies manufacturing and selling lighting equipment to the service. This handbook has been prepared through the collaboration of service personnel and officials of the issuing company.

The new servicing handbook deals primarily with acetylene lighting equipment, and secondarily with carbon dioxide gas fog bell striking apparatus. As the publishers, the American Gas Accumulator Company, of Elizabeth, N. J., have made the handbook available without charge, Headquarters has indicated that it is approved for use in personnel training, for the use of aids to navigation officers, among enlisted personnel of cutters, and by enlisted personnel of depots.

The following chapter headings are an indication of the contents: Handling and Maintenance of Acetylene Operated Equipment; Marine Accumulators; Welding Service Accumulators; Diaphragm Valves; Fittings and Connections; Determination of Pressure; Acetylene Lanterns; Sunvalves.

In addition to the foregoing, five chapters have been devoted to various types of flasher regulator equipment and one chapter to carbon dioxide bell strikers.

#### **OPERATIONS ON GREAT LAKES NOW CONSOLIDATED IN SINGLE COAST GUARD DISTRICT**

Changes in the limits of the Coast Guard districts which include the United States waters of the Great Lakes are about to be made in the interest of greater operating efficiency. The area which at the present time is known as the Chicago district, and which includes Lake Michigan and its tributary waters, is to be consolidated with the Cleveland district which includes the United States waters of Lakes Ontario, Erie, Huron, St. Clair, and Superior. The combined district will be known as the Cleveland Coast Guard district.

As the Coast Guard is now operating under the Navy Department, the District Coast Guard Officer of the new Cleveland district is responsible to the commandants of the Third, Fourth, and Ninth Naval Districts to the extent that the Great Lakes area falls into each of these jurisdictions.

In the servicing of aids to navigation, in ice-breaking operations, and in other operational matters, the consolidation of the Great Lakes into a single district is expected to promote greater efficiency.

#### **VOLUNTEER PORT SECURITY FORCE MEMBERS ATTEND FIRE FIGHTING CLASS**

Special 1-week training courses are being given to members of the Volunteer Port Security Forces at Fort McHenry Training Station, Baltimore. Each of the 17 regiments and battalions is allowed to send a quota, ranging from 1 to 10 members, to these courses and while at Fort McHenry they are given instructions and experience in the use of the modern fire fighting devices with which Coast Guard bases are now equipped. 45 volunteers attend each training session.

These men are temporary members of the Coast Guard Reserve; they give 12 hours a week or more without pay, and are in active port security work in their home ports.

They give their time also without compensation while they attend training sessions at Fort McHenry. The ports where Volunteer Port Security Forces have been established are as follows: Philadelphia, Baltimore, Charleston, Jacksonville, Miami, Tampa, Port Everglades, New Orleans, Houston, Mobile, Galveston, Duluth, San Juan, Los Angeles-Long Beach, San Diego, San Francisco, Oakland.

### LEGION OF MERIT AWARDED TO CAPTAIN HARWOOD FOR SERVICE AT SICILY

For outstanding service while commanding a naval task group during the assault on Sicily, Capt. Charles William Harwood, United States Coast Guard, has been awarded the Legion of Merit. The award was made by Vice Admiral H. K. Hewitt, commander of U. S. naval forces in northwest African waters, in the name of the President of the United States.

Captain Harwood, an officer with more than 20 years' service in the Coast Guard, is at the present time serving as operations planning officer at Coast Guard Headquarters.

The citation awarding the Legion of Merit to Captain Harwood follows:

For exceptionally meritorious performance of outstanding service as commander of a Naval Task Group during the amphibious assault on the Island of Sicily.

In addition to his duty as commanding officer of a United States transport, Captain Harwood commanded the Naval Task Group which landed assault battalions directly on the beaches fronting Gela, Sicily. By his sound judgement in planning, thorough indoctrination of his forces, and by his cool and skillful leadership under fire the assault battalions were expeditiously landed and supported, thereby greatly contributing to the success of the invasion.

The able leadership, and outstanding professional skill displayed by Captain Harwood reflected great credit upon himself and the Naval Service.

### REDUCTION OF CAPTAIN OF PORT ACTIVITIES RELEASING MANPOWER

A reduction in the activities of some of the Offices of Captains of the Port and Assistant Captains of the Port, maintained by the Coast Guard, is releasing a considerable number of men for more active duty. While the rigorous guarding of the more important ports of the country, vital to the war effort, is still carried out, the policy of the Army and Navy of releasing as much manpower as possible is resulting in means being found to consolidate certain activities.

In ports where a large part of the work of the staff of the Captain of the Port was the issuing of identification cards, it has been found that much of this work has already been accomplished and that the current volume is small enough to be handled with a diminished staff or by personnel of other Coast Guard units in the vicinity. In some instances offices which were in charge of Captains of the Port are now filled by Assistant Captains of the Port.

### THIRD GROUP OF ENLISTED PERSONNEL TO COMMENCE COLLEGE INSTRUCTION

The third group of Coast Guard enlisted men to be given college training as a prerequisite to entering the Coast Guard Academy for training for commissions in the Coast Guard Reserve, will begin studies at various colleges and universities throughout the country on March 1. One hundred and fifty men are being selected on a quota basis in the various Coast Guard districts and, after completion of the prescribed college course, will form a pool from which they will be drawn and sent to the Coast Guard Academy as the need for additional officers develops.

The College Training Program of the Coast Guard was inaugurated on July 1, 1943, when 150 men, selected from the enlisted ranks, began the college study. A second group followed on November 1.

Enlisted personnel of the United States Coast Guard and the Coast Guard Reserve now on active duty who meet the following requirements may apply to their commanding officers for assignment to this training: Be a male citizen of the United States; be morally and physically qualified for commissioned rank; be between 17th and 23d birthday on the day application is made; be unmarried and agree to remain unmarried until commissioned; be recommended for this training by his commanding officer.

In addition to the foregoing, the minimum educational requirement is graduation from high school with a creditable scholarship rating, preferably in the top half of his graduating class. (The College Training Program includes subjects which require a background of a minimum of 2 years of high school mathematics.)

### DEATH OF LT. COMDR. VINCENT J. CHARTE

Lt. Comdr. Vincent J. Charte, United States Coast Guard, who was serving as the Coast Guard personnel procurement officer of the Third Naval District, died at New York on November 23 and was buried at the Arlington National Cemetery.

He was recalled to active duty from the retired list in October 1941 and was assigned to duty with the Captain of the Port of New York. In March 1942 he was placed in charge of the Coast Guard recruiting station in New York,

and the following September was given additional responsibilities as anchorage officer for the port of New York.

Lieutenant Commander Charte was born July 16, 1896, at Rockport, Mass. He served as an enlisted man in the United States Navy from 1915 to 1919. He enlisted in the Coast Guard as a radioman, second class, in April 1921. He received a commission as a temporary ensign in September 1924 and was promoted to lieutenant (j. g.) in the regular establishment in March 1927. Because of physical disability, he was retired in January 1936 with the rank of lieutenant commander.

#### **NEW EDITIONS OF RADIO- BEACON CHARTS NOW AVAILABLE**

New editions of the Radiobeacon Charts for the Atlantic and Gulf Coasts, and the Pacific Coast and Islands, have just been issued by the Coast Guard and are available without charge for use aboard vessels equipped with radio direction finders.

Among the new radiobeacons established since the issuing of the previous edition of the Atlantic Coast Chart are stations at Governors Island and Fort Wadsworth, N. Y., for calibration purposes only; and standard stations at Matinicus Rock and Overset Island, Maine; Cleveland Ledge, Mass.; Sea Girt and Cape May, N. J.

New stations on the Pacific Coast include those at Pigeon Point and Cape Mendocino, Calif.; Destruction Island, Wash.; Fairway Island, Spruce Cape, and Cape Sarichef, Alaska.

A new edition of the Radiobeacon Chart for the Great Lakes will be published in March 1944 just prior to the opening of navigation for the season. On this chart will be shown a new radiobeacon at Port Inland at the northern end of Lake Michigan.

#### **VOLUNTEER PORT SECURITY FORCES EFFECT ECONOMY IN OPERATING COSTS**

The establishment of the Coast Guard's Volunteer Port Security Forces, which has as its initial function the relief of younger men for combat duty, has also brought about a saving in operating costs. A study of the costs of these forces, the members of which are classed as Temporary Reservists, indicate that this saving is of a substantial nature.

The total cost for establishing 16 Volunteer Port Security Forces and maintaining them for 1 year is approximately \$3,000,000. This includes uniforms, headquarters, vehicles, ordnance, office equipment, etc. The authorized complement of these forces is approximately 20,000 men. Therefore, it costs an average of \$150 per volunteer, to establish and maintain a Volunteer Port Security Force. The cost of maintaining regular personnel is an average of \$1,794 per man per year. The difference is that the volunteer receives no pay and no allowance for quarters and subsistence. If it requires 5 volunteers to replace 1 regular, the cash saving is \$1,044 per year per man.

#### **TWO ADDITIONAL COAST GUARD OFFICERS APPOINTED TO RANK OF REAR ADMIRAL**

The appointment of two additional Coast Guard officers to the rank of rear admiral for temporary service has just been announced. This increases to 21 the number of officers of flag rank now on active duty.

The new appointees are Commodore Joseph Francis Farley and Capt. Philip Bentley Eaton. Both officers will be on duty at Coast Guard Headquarters, Rear Admiral Farley as Assistant Chief of Operations, and Rear Admiral Eaton as Assistant Engineer in Chief.

A commissioned officer in the Coast Guard since 1912, Rear Admiral Farley has had 20 years of sea duty in addition to his years of service ashore. During the First World War he was signal officer on the Cutter *Yamacraw*, on convoy duty out of Gibraltar. He served two previous tours of duty at Coast Guard Headquarters, as chief ordnance officer from 1925 to 1928, and as chief communications officer from 1937 to 1942. He served as a representative of the United States Government at several international communication and radio conferences abroad, was a member of the Interdepartmental Radio Advisory Committee, and was a member of a subcommittee of the Radio Technical Committee for Aeronautics in 1937. Before his present assignment, he served as district Coast Guard officer at New Orleans, La.

Rear Admiral Eaton has served in the Coast Guard for 35 years, approximately half of this time being spent at sea. After qualifying as a naval aviator during the First World War, he became executive officer at the Naval Air Sta-

tion, Montauk, Long Island, and later commanding officer of the Naval Air Station, Chatham, Mass. Following the war, he served with the Coast Guard Destroyer Force in the North Atlantic. Another assignment was that as chief inspector for the construction of nine 165-foot patrol boats which were built at Bath, Maine, and Camden, N. J. In 1935 he was assigned to the engineering division at Coast Guard Headquarters.

#### WOMEN'S RESERVE CELEBRATES FIRST ANNIVERSARY

The Women's Reserve of the United States Coast Guard Reserve, the SPARS, celebrated its first anniversary on November 23, the date in 1942 on which President Roosevelt signed the legislation creating the organization. Celebrations were held throughout the nation during the week of November 21, which was designated as SPAR Week by the civic officials of many states and municipalities.

The focal point of the celebrations was Washington, D. C., where the SPARS attached to Coast Guard Headquarters were reviewed by Mrs. Franklin D. Roosevelt. This military review was attended by high-ranking officers of the Coast Guard and of the other military services including representatives of the other women's reserves.

With more than 5,500 enlisted and about 450 officers already in the service, the Women's Reserve, in its first year, has exceeded its original objective of 5,000 enlisted women and 400 officers. More than 600 SPARS are now on duty in Washington, D. C., while other large contingents are on duty in New York, Boston, Miami, St. Louis, Long Beach, and Seattle.

Eventually approximately 13,000 women will be enlisted in the SPARS and recruiting activities are continuing steadily toward this goal. All enlisted personnel are given their basic, and most of their specialist training at the former Palm Beach Biltmore Hotel in Palm Beach, Fla. SPAR officer candidates are trained at the Coast Guard Academy at New London, Conn.

#### COMDR. BURKE AWARDED GOLD STAR IN LIEU OF SECOND FLYING CROSS

The item which appeared in the last issue of the COAST GUARD BULLETIN concerning the awarding of a Distinguished Flying Cross to Commander Richard L. Burke was inaccurate in that a Gold

Star in lieu of a second Distinguished Flying Cross was actually awarded, Commander Burke having previously received a Distinguished Flying Cross. He was awarded this cross in September 1938 for heroism and extraordinary achievement in an aerial flight to save the life of a seaman injured aboard a fishing trawler in 1933.

The following is a description of the incident of 1933:

On the morning of June 13, 1933, the Cape May Coast Guard Air Station, N. J., intercepted a radio appeal from the trawler *Shawmut* for medical assistance to a desperately ill seaman aboard that vessel, which was then about 130 miles at sea southeast of Cape Ann, Mass. The Coast Guard Plane *Adhara*, Lieut. R. L. Burke, pilot, promptly took off from the airstation at Cape May in a light rain squall and headed for Cape Cod light. Radio contact was immediately established with the *Shawmut* which was asked to obtain Navy radio bearings. The *Adhara* intercepting the radio bearings obtained by the Cape Cod Navy Radio Compass Station, followed straight along these bearings, encountering rain and thick fog just prior to reaching the position of the *Shawmut*. Flying around and over the fog bank, the *Adhara*, employing her direction finder, sighted the vessel in a haze on the edge of the fog bank. At 9:50 a. m., 2 1/4 hours after leaving Cape May, Lieutenant Burke landed the *Adhara* alongside the *Shawmut* under the difficulty of a heavy swell. The injured seaman, in a semiconscious condition and suffering a concussion of the brain, was transferred to the *Adhara* from the *Shawmut's* boat. With the aid of an oil slick led out over the water by the *Shawmut*, the *Adhara* took off successfully. After a flight of 1 1/4 hours, part of which was through a succession of rain squalls off Cape Cod, the *Adhara* landed the injured seaman at Boston Airport where he was transferred to an ambulance to be rushed to the marine hospital. His life was saved.

#### COAST GUARD MEDICAL DIRECTOR MADE REAR ADMIRAL IN U. S. P. H. S.

Dr. Carl Michel, Chief Medical Officer of the United States Coast Guard, has recently been appointed Assistant Surgeon General of the United States Public Health Service. Carrying the relative rank of rear admiral, the new appointment was made by an Act of Congress signed by the President of the United States on November 11, 1943.

Dr. Michel will continue in his present capacity with the Coast Guard, having been assigned to this post by the Public Health Service in July 1940. Prior to this assignment, he served as chief medical officer at the Coast Guard Academy, New London, Conn., for 5 years.

Born in Chicago, Ill., in 1890, Dr. Michel was graduated from the University of Illinois in 1912. Following an internship in the United States



Marine Hospital at Chicago, he served at varied posts for the Public Health Service. While serving as chief quarantine officer in Puerto Rico in 1919, he was made a member of the Institute of Tropical Medicine and Hygiene. His appointment as director of plague eradication measures for Vera Cruz, Mexico, in 1920, resulted in the elimination of the tropical disease Sprue in that port. When an epidemic of yellow fever occurred shortly after, his plans to control this disease were adopted by the Mexican Government with highly satisfactory results. In recognition of this service, he was made Honorary Councillor of the Health of the Republic of Mexico.

#### **CAPTAIN STEPHEN S. YEANDLE DIES AT ST. LOUIS**

Capt. Stephen Safford Yeandle, District Coast Guard Officer at St. Louis, Ninth Naval District, died on November 29, in that city, and was buried at the Arlington National Cemetery. Born at Atlanta, Ga., on January 10, 1889, Captain Yeandle was 54 years old. His death was attributed to an illness of several months.

Captain Yeandle began his career in the Coast Guard in October 1908 when he was appointed a cadet in the Revenue Cutter Service. He was commissioned a third lieutenant in 1911, and, after rising through the various ranks and grades, was promoted to the rank of captain in 1941.

Approximately half of Captain Yeandle's 35 years in the Coast Guard were spent in duty at sea. At various times he served aboard the Cutters *Itasca*, *Yamacraw*, *Pamlico*, *Tahoma*, *Unalga*, *Mackinac*, *Androscoggin*, *Onondaga*, and *Manning*. He was commanding officer on the *Porter*, *Tampa*, *Hamilton*, and *Hunt*. While in command of the latter vessel, he was also division commander of a Coast Guard destroyer force.

Shore assignments included the following: Duty as Aide to the Commandant (Rear Admiral F. C. Billard); duty in the Office of the Captain of the Port, Philadelphia, Pa.; assistant area coordinator, Second Area, New York, N. Y.; intelligence officer, Eastern Area;

Captain of the Port, Hampton Roads, Va.; and Commander St. Louis District.

During the First World War, Captain Yeandle served in various capacities aboard the naval vessels *Xarifa*, *Albany*, *Charleston*, *Philippines*, and *Martha Washington*, for which service he received the Victory Medal with Escort Clasp.

Captain Yeandle was serving aboard the cutter *Tahoma* as a third lieutenant when that vessel stranded on an uncharted reef off the coast of Alaska. He was commended by the Treasury Department for his performance in safely making land in a small otter boat containing four persons after traversing some 80 miles of turbulent water.

In 1912, Captain Yeandle was awarded a gold lifesaving medal by the Secretary of the Treasury for heroic daring exhibited in rescuing two men from drowning during a hurricane at Venus Point on the Savannah River which occurred in August 1911.

#### **TWO TENDER CLASS CUTTERS LAUNCHED AT SHIPYARDS IN DULUTH, MINN.**

Two new tender class cutters, the *Mariposa* and the *Sweetbrier*, have been launched at the yards of their respective builders, the Zenith Dredge Co., and the Marine Iron and Shipbuilding Co., both of which are located in Duluth, Minn.

When the cutter *Mariposa* was launched at the Zenith Dredge Co., on January 7, Mrs. Thomas E. McGready, the wife of Lieut. McCready, a member of the Coast Guard's inspection staff at the yards in Duluth, acted as sponsor. Mrs. A. W. Leraan, wife of the president of the company, served in that capacity at the ceremonies attending the launching of the cutter *Sweetbrier* at the yard of the Marine Iron and Shipbuilding Co., on December 30.

The *Mariposa* and the *Sweetbrier*, both of which belong to a group of cutters known as the *Iris* class, have a length over all of 180 feet, a molded beam of 37 feet, a draft of 12 feet, and a displacement of approximately 935 tons. The hulls are of steel, and the vessels are powered with Diesel-electric equipment.

# MERCHANT MARINE INSPECTION ACTIVITIES

## AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The Commandant, United States Coast Guard, has promulgated several amendments to Subchapter O during the period from November 16 to December 15, 1943. These amendments to the regulations are all now in effect.

### PART 151—MARINE ENGINEERING, MATERIALS; REGULATIONS DURING EMERGENCY

Section 151.7 (a) is amended to read as follows:

§ 151.7 *Steel pipe.* (a) Material manufactured according to the specifications of A. S. T. M. Designation A 106-42 T shall be considered as satisfying the requirements for lap-welded, grade A seamless, and grade B seamless steel pipe, as set forth in §§ 51.11-1 to 51.11-9, inclusive, of this chapter: *Provided*, That grade A seamless steel pipe manufactured by the acid-bessemer process shall be limited in use to pressure of not over 350 lbs. per square inch and/or temperatures not exceeding 450° F. and to installations where the pipe will not be bent, coiled, flanged, or otherwise worked cold: *Provided further*, That grade B seamless steel pipe made by the acid-bessemer process shall be limited to the same uses as grade A acid-bessemer pipe, except that it may be used for higher pressures and temperatures for such purposes as superheater drains, etc., in sizes of not over 2" nominal pipe size. Both grade A and grade B seamless steel pipe manufactured by the acid-bessemer process may be fabricated by hot-bending, hot-flanging, or otherwise hot worked. (8 F. R. 16038, November 26, 1943.)

### PART 153—BOATS, RAFTS, AND LIFESAIVING APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.6 (e) is hereby deleted and the following substituted instead:

§ 153.6 *Additional equipment for lifeboats on self-propelled ocean and coastwise vessels.* \* \* \*

(e) *First-aid kit.* (1) First-aid kits in all lifeboats constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in lifeboats prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(3) Replacements of first-aid kits in all lifeboats subsequent to January 1, 1944, shall be of an approved 24-unit type. (8 F. R. 16627, December 9, 1943.)

Section 153.6a (a) (4) is hereby deleted and the following substituted instead:

§ 153.6a *Additional equipment for lifeboats on seagoing barges of 100 gross tons or over.* (a) \* \* \*

(4) *First-aid kit.* (i) First-aid kits in all lifeboats constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(ii) All first-aid kits procured for use in lifeboats prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(iii) Replacement of first-aid kits in all lifeboats subsequent to January 1, 1944, shall be of an approved 24-unit type. (8 F. R. 16627, December 9, 1943.)

Section 153.7 (h) is hereby deleted and the following substituted instead:

§ 153.7 *Additional equipment for life rafts approved prior to March 15, 1943, for ocean and coastwise vessels.* \* \* \*

(h) *First-aid kit.* (1) First-aid kits in all life rafts constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in life rafts prior to January 1, 1944, which complied with the applicable regulations, need not be replaced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(3) Replacements of first-aid kits in all life rafts subsequent to January 1, 1944, shall be of an approved 24-unit type. (8 F. R. 16627, December 9, 1943.)

Section 153.7a (b) is amended to read as follows:

§ 153.7a *Equipment for life rafts approved on and after March 15, 1943.* \* \* \*

(b) *Boathook*. One boathook of clear-grain white ash not less than 8 feet long by 1½ inches in diameter. (8 F. R. 15744, November 19, 1943.)

Section 153.7a (m) is hereby deleted and the following substituted instead:

(m) *First-aid kit*. (1) First-aid kits in all life rafts constructed on and after January 1, 1944, shall be of an approved 24-unit type.

(2) All first-aid kits procured for use in life rafts prior to January 1, 1944, which complied with the applicable regulations, need not be reduced, and may be continued in use, provided such first-aid kits are complete and in good and serviceable condition.

(3) Replacements of first-aid kits in all life rafts subsequent to January 1, 1944, shall be of an approved 24-unit type. (8 F. R. 16627, December 9, 1943.)

Section 153.12 is amended to read as follows:

§ 153.12 *Lifesaving suits*. Ocean and coastwise cargo and tank vessels of over 1,000 gross tons shall be equipped with one approved lifesaving suit for each person employed thereon by the operator of the vessel. (8 F. R. 15744, November 19, 1943.)

Section 153.14<sup>1</sup> is amended to read as follows:

§ 153.14 *Whistles and packknives*. On all ocean and coastwise vessels of over 1,000 gross tons, each person employed thereon by the operator of the vessel shall be equipped with a police whistle and a sailor's jackknife of rugged construction, the blade of which shall be about 3 inches in length, with a sheep-foot point. The handle of the jackknife shall be fitted with a shackle for attaching a lanyard. Such knives and whistles shall be carried, when practicable, attached to life jackets or lifesaving suits. All whistles and jackknives provided for use on merchant vessels on and after January 1, 1944, shall be of an approved type. Such equipment procured prior to January 1, 1944, may be continued in service provided it is in good and serviceable condition. (8 F. R. 16627, December 9, 1943.)

#### CORRECTION

The first paragraph of § 153.7a, published in the July 1943 Coast Guard Bulletin, page 158, is corrected to read as follows:

§ 153.7a *Equipment for life rafts approved on and after March 15, 1943*. The provisions of § 59.52 of this chapter, with respect to equipment for life rafts on ocean and coastwise vessels, are suspended for the duration of the emergency insofar as they were applicable to life rafts approved on and after March 15, 1943. Life rafts approved on and after March 15, 1943, shall be equipped as follows: \* \* \* (8 F. R. 17000, December 21, 1943.)

#### PART 160—HULL CONSTRUCTION, ALTERATIONS

Part 160 is amended by the addition of a new § 160.5 reading as follows:

§ 160.5 *Vent lines for cargo tanks on ocean and coastwise vessels*. During the emergency, ocean and coastwise tank vessels subject to §§ 32.7-4, 32.7-5, 32.7-6, and 32.7-9 of this chapter may be fitted with means for closing off the vent lines for salvage purposes consisting of valves, cocks or blanks. Such valves, cocks or blanks shall remain in the open position until required to be closed for salvage purposes. (8 F. R. 16627-16628, December 9, 1943.)

#### EQUIPMENT APPROVED BY THE AMENDMENT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, for use on merchant vessels and published in the Federal Register of November 19 and 26, 1943, and December 9, 1943:

##### *Cleaning Process for Life Preservers.*

Rug Renovating Co., Inc., Long Island City, N. Y., Filter-Vac cleaning process for approved kapok life preservers.

##### *Davits.*

The Landley Co., Inc., New York, N. Y., sheath screw davit, size 4-CS-6-6 (general arrangement drawing No. 330-D, dated March 30, 1942, revised June 16, 1942) (maximum working load 5,500 pounds per arm).

Wellin Davit & Boat Corp., Perth Amboy, N. J., Wellin gravity davit, type 30-V (general arrangement drawing No. 2649, revised October 30, 1943) (maximum

<sup>1</sup> The amendment published in the November 19, 1943, Federal Register (8 F. R. 15744) was not reprinted because it was reamended.



working load of 6,500 pounds per arm). (This supersedes the listing of the Welin gravity davit, type 30-V, published in S F. R. 16038 on November 26, 1943).

*Embarkation-Debarcation Ladder.*

American Chain Ladder Co., New York, N. Y., embarkation-debarcation ladder (drawing No. 241-A, revised September 7, 1943).

L. A. Young Spring & Wire Corp., Oakland, Calif., flexible embarkation-debarcation ladder (drawing No. 1741, dated October 1, 1943, revised).

*Fire-resistive Substances.*

The American Pad & Textile Co., Greenfield, Ohio, Navy deck blue machine compound, type 5, furnished by Buckeye Fabric Finishing Co., Coshocton, Ohio, for use in the treatment of cotton drill covers for life preservers.

Fairforest Finishing Co., Spartansburg, S. C., Navy deck blue compound, type 5, furnished by Buckeye Fabric Finishing Co., Coshocton, Ohio, for use in the treatment of cotton drill covers for life preservers.

L. E. Carpenter & Co., Newark, N. J., fire-resistive treatment NA-RP-11, for use in the treatment of cotton drill covers of life preservers; fire-resistive treatment NA-RP-12, for use in the treatment of cotton drill covers of life preservers.

Misner, Webb & Co., San Francisco, Calif., M & W Flamex #C-G, for use in the treatment of cotton drill covers of life preservers. (This designation supersedes the name "De-Oxo-Lin, type C-G-Rev.," published in the Federal Register 26 November 1943.)

Suntex, Inc., New York, N. Y., Nevablaze, for use in the treatment of cotton drill covers of life preservers.

*Lifeboats.*

C. C. Galbraith & Son, Inc., New York, N. Y., 24' x 8 x 3.5' metallic motor lifeboat (364 cu. ft. net capacity) (general arrangement drawing No. G-325, dated 30 September 1943).

Welin Davit & Boat Corp., Perth Amboy, N. J., 24' x 8' x 3'8 $\frac{3}{4}$ " metallic motor-propelled lifeboat with independent air tanks (436 cu. ft. gross) (construction and arrangement drawing No. 2628-2, dated 30 October 1943, and specifications dated 30 June 1943, revised 8 November 1943); 24' x 8' x 3'8 $\frac{3}{4}$ " metallic oar-propelled lifeboat with independent air tanks (436 cu. ft. capacity) (construction and arrangement drawing No. 2628-4, dated 28 September 1943, and specifications dated 29 June 1943, revised 6 November 1943).

*Life Floats.*

The Eclut Co., Farmingdale, N. Y., 25-person elliptical balsa wood life float (drawing No. E-100, dated 10 September 1943).

Portland Spar Co., Portland, Oreg., 25-person, elliptical fabricated wooden life float (drawing No. 100-B, revised 23 September 1943), model No. 100-B, revised.

The American Pad & Textile Co., Greenfield, Ohio, adult Navy type kapok life preserver No. 23-P-12 (drawing No. C-186, dated 1 January 1943, revised 26 July 1943, and accompanying specification) (approval No. B-200).

Standard Handbags, Inc., Plainfield, N. J., adult kapok life preserver, standard Navy type (drawing Nos. BU 83927, alt. H. and 83928, alt. G), and Bureau of Ships Ad Interim specification 23-P-12 (INT) (approval No. B-201).

*Life Rafts.*

Globe American Corp., Kokomo, Ind., 20-person, improved type, reversible metallic life raft (general arrangement assembly drawing No. 4 US-303-A-3, dated 30 April 1943, revised 20 May 1943, and 2 September 1943).

The Hutchison Engineering Co., Portland, Oreg., 10-person type "CSS," life raft (drawing No. 506, dated 22 July 1942), designed by the Tregoning Boat Co., Seattle, Wash.

Peterson Manufacturing Co., Portland, Oreg., and arrangement with E. D. Taylor, Pasadena, Calif., 20-person, Taylor model #2, improved type life raft (plan No. R 102, dated 11 April 1943).

Weber Showcase & Fixture Co., Inc., Los Angeles, Calif., 20-person, improved type, metallic life raft (drawings Nos. LR 12A and LR 12B, dated 25 October 1943).

*Lifesaving Net.*

L. A. Young Spring & Wire Corp., Oakland, Calif., S. O. S. lifesaving net (drawing No. 1737, sheet No. 1, dated 12 June 1943).

*Lifesaving Suit.*

B. F. Goodrich Co., Akron, Ohio, synthetic rubber lifesaving suit (Neoprene), model No. 6 (Coast Guard specifications dated 1 September 1943).

*Luminous Cloth or Tape for Marking Interior Accommodations, Etc.*

Hyperion Products Corp., New York, N. Y., luminous tape, type A.

Lunex Co., Davenport, Iowa, luminous tape, designated "Lumanize" tape. (The Lunex Corporation was changed to Lunex Co. after approval for "Lumanize" was published in Federal Register.)

*Safety Valves.*

Consolidated Safety Valve Division of Manning, Maxwell & Moore, Inc., Bridgeport, Conn., consolidated type 1515-B safety valve for marine service (assembly of 2½" type 1515-B welded steam safety valve drawing No. S-6343, dated 27 September 1943) (maximum working pressure of 600 pounds per square inch and maximum temperature of 750° F.); consolidated type 1515-C safety valve for marine service (assembly of 2½" type 1515-B welded steam safety valve drawing No. S-6343, dated 27 September 1943) (maximum working pressure of 600 pounds per square inch and maximum temperature of 900° F.).

*Sea Anchors.*

Kent Marine Products Corp., West Babylon, N. Y., sea anchor, type E (drawing No. 449, dated 12 November 1943).

Manhattan Splicing Co., New York, N. Y., sea anchor (Coast Guard specification and drawing No. MMI-562, dated 1 November 1943).

Maritime Canvas & Rope Co., New York, N. Y., Karlson sea anchor No. 10 (drawing plate #1150 and specification dated 1 November 1943).

*Skates or Fenders for Lifeboats.*

Gunderson Bros. Engineering Corp., Portland, Oreg., launching skate for 24'0" lifeboat (drawing No. 5L-222-B, dated 9 September 1943).

*Fire retardant material<sup>1</sup>*

DECK COVERINGS FOR CLASS A-1 CONSTRUCTION

| Manufacturer  | Decking                        | Minimum thickness in inches                            | Pounds per sq. ft. for 1-inch thick |
|---|--------------------------------|--|-------------------------------------|
| Asbestolith Mfg. Co., Brooklyn, N. Y.                     | Asbestolith                    | 2  | 7.3.                                |
| J. G. Britton, Lansdowne, Pa.                             | Atos Type DOM                  | 1¾   | 5.6.                                |
| L. S. Case Co., San Francisco, Calif.                     | Case Magnesite                 | 1½   | 8.5.                                |
| Consolidated Tile & Marble Co., New York, N. Y.           | Co-Magnesite                   | 1½   | 7.8.                                |
| Federal Lavarock Co., New York, N. Y.                     | Federalite                     | 1¾   | 9.9.                                |
| Flexotile Floor Co., Rockford, Ill.                       | Flexotile                      | 2¾   | (Marble 9.3.<br>Gravel 10.0.)       |
| Interstate Flooring & Construction Co., Philadelphia, Pa. | Celo-O-Crete                   | 1¾   | 6.0.                                |
| Kompolite Co., Inc., Brooklyn, N. Y.                      | Kompolite                      | 1¾   | 8.6.                                |
| Miller Marine Products, Inc., New York, N. Y.             | Miller Marine                  | 1½   | 7.7.                                |
| Minnesota Mining & Manufacturing Co., St. Paul, Minn.     | 3M Concrete Resurfacing Cement | 1¾   | 6.5.                                |
| National Tile & Marble Co., New York, N. Y.               | Armortite                      | { 1½ (underlay only)<br>1½ (underlay and ½" top coat.) | { 4.7.                              |
| Permastone, Inc., Washington, D. C.                       | Permastone                     | 2  | 9.0.                                |
| Raocolith Flooring Co., Seattle, Wash.                    | Raocolith                      | 1¾   | 8.6.                                |
| H. H. Robertson Co., Pittsburgh, Pa.                      | Hubbellite                     | 1½   | 8.3.                                |
| Selby, Battersby & Co., Philadelphia, Pa.                 | Selbalith                      | 1½   | 6.0.                                |
| S. S. Gill Co., Philadelphia, Pa.                         | Masterfloor                    | 2¾   | 10.0 (approx.)                      |
| Thomas Moulding Floor Mfg. Co., Chicago, Ill.             | Moulstone                      | 1¾   | 5.0.                                |
| Universal Zonolite Insulation Co., Los Angeles, Calif.    | Zonolite                       | 1½ (rigid)   | 5.5.                                |
| William Lee Co., San Francisco, Calif.                    | Leetol                         | 1½ (resilient)   | 6.0.                                |
|   |                                | 1¾   | 6.5.                                |

<sup>1</sup> The materials set forth in these tables meet the requirements of section 144.4, *Structural strength, fire control, materials of construction*, of Subchapter M—Construction or Material Alteration of Passenger Vessels of the United States of 100 gross tons and Over Propelled by Machinery (46 C. F. R. 144.4).

INSULANTS FOR CLASS A-1 CONSTRUCTION  
(IN CONJUNCTION WITH AN APPROVED CLASS B PANEL)

| Manufacturer                                    | Insulant                 | Minim-<br>um thick-<br>ness | Densi-<br>ty, lbs.<br>per cu.<br>ft. | Type                       |
|---|--------------------------|-----------------------------|--------------------------------------|----------------------------|
|   |                          | <i>Inches</i>               |                                      |                            |
| Acoustics, Inc., Philadelphia, Pa.              | Fibrespray               | 1½                          | 12                                   | Plaster.                   |
| Baldwin-Hill Co., Trenton, N. J.                | BH L3                    | 2                           | 8                                    | Batts, blankets, or fill.  |
| Baldwin-Hill Co., Trenton, N. J.                | BH 3M                    | 1½                          | 11                                   | Batts, blankets, or fill.  |
| Bird-Archer Co., Philadelphia, Pa.              | Bactite                  | 1                           | 25                                   | Plaster or precast blocks. |
| Eagle-Fischer Sales Co., New York,<br>N. Y.     | Eagle Felt M-2           | 1½                          | 10                                   | Fill.                      |
| Eagle-Fischer Sales Co., New York,<br>N. Y.     | Eagle Felt M-2           | 1½                          | 8                                    | Batts or blankets.         |
| Johns-Manville Co., New York,<br>N. Y.          | 202AA BX-4               | 1½                          | 8                                    | Batts, blankets, or fill.  |
| Johns-Manville Co., New York,<br>N. Y.          | BX-18                    | 1                           | 18                                   | Batts, blankets.           |
| Industrials, Inc., Chicago, Ill.                | Ator (Mica Base)         | 1                           | 30                                   | Plaster or precast blocks. |
| Keasbey & Mattison Co., Ambler,<br>Pa.          | Limpet sprayed asbestos. | 1½                          | 12                                   | Sprayed asbestos fibers.   |
| National Gypsum Co., Buffalo,<br>N. Y.          | Gold Bond Type 2         | 1½                          | 8                                    | Batts, blankets or fill.   |
| National Gypsum Co., Buffalo,<br>N. Y.          | Zeroceel                 | 2                           | 6                                    | Batts, blankets or fill.   |
| Owens-Corning Fiberglas Corp.,<br>Newark, Ohio. | Fiberglas                | 1½                          | 14.2                                 | Batts.                     |
| Philip Carey Co., Washington,<br>D. C.          | Batts                    | 2                           | 6                                    | Plaster or precast blocks. |
| Philip Carey Co., Washington,<br>D. C.          | Fiberglas Cement         | 2                           | 30                                   | Plaster or precast blocks. |
| Rockwool  | Rockwool                 | 1½                          | 8                                    | Batts, blankets, or fill.  |
|   |                          | 2                           | 6                                    |                            |
|   |                          | 1½                          | 8                                    |                            |
| C. W. Poe Co., Cleveland, Ohio                  | Resli-Rock               | 2                           | 6                                    | Batts, blankets, or fill.  |
|   |                          | 3                           | 3.8                                  |                            |
|   |                          | 4                           | 3.3                                  |                            |
| Ruberoid Co., New York, N. Y.                   | LD-8 Mineral Felt        | 1½                          | 8                                    | Batts, blankets, or fill.  |
| Ruberoid Co., New York, N. Y.                   | Ruberoid LD-6            | 2                           | 6                                    | Batts, blankets, or fill.  |
| Therminsol Corp., Kalamazoo,<br>Mich.           | Therminsol               | 1                           | 18                                   | Batts, blankets.           |
| Tuco Products Co., New York,<br>N. Y.           | Zeroceel                 | 1½                          | 8                                    | Batts, blankets, or fill.  |
| (May be purchased in open market).              | Expanded Vermiculite     | 2                           | 6                                    | Plaster or precast blocks. |
|   |                          | 1                           | 30                                   |                            |

PANELS FOR CLASS B BULKHEAD CONSTRUCTION

| Manufacturer                                     | Panel  | Minim-<br>um thick-<br>ness | Approx.<br>wt. lbs.<br>per sq. ft. | Type  |
|--|--|-----------------------------|------------------------------------|---|
|  |  | <i>Inches</i>               |                                    |   |
| A. B. C. Steel Equipment<br>Co., New York, N. Y. | A. B. C. Steel<br>Marine Bulk-<br>head Panel.    | ¾                           | 3.1 (core)                         | Composition board with metal<br>veneer.   |
| American Rolling Mill<br>Co., Middletown, Ohio.  | Steelox Bulkhead<br>Panel.                       |                             |                                    | Hollow metal filled with approved<br>insulation of thickness and densi-<br>ty as given under "Insulants for<br>Class A-1 Construction." |
| A. J. Bayer Co., Los<br>Angeles, Calif.          | Bayer Bhd 100                                    | 1½                          |                                    | Hollow metal filled with fiberglas<br>@ 6 lbs. per cu. ft. density.   |
| L. F. Dietz Assoc., New<br>York, N. Y.           | Dietz Marine                                     | 1                           | 3.6                                | Metal faces, 8-ply asbestos air-cell<br>fill.   |
| Formica Insulation Co.,<br>Cincinnati, Ohio.     | Formica  | ¾                           | 2.9 (core)                         | Marinite core veneered.   |
| Haskelite Mfg. Corp., Chi-<br>cago, Ill.         | Haskelite  |                             |                                    | Any approved Class B panel wood<br>veneer.  |
| Haskelite Mfg. Corp., Chi-<br>cago, Ill.         | Plymetal   |                             |                                    | Any approved Class B panel<br>metal veneered.   |
| E. F. Hauserman Co.,<br>Cleveland, Ohio.         | Hauserman Ma-<br>rine Steel Bulk-<br>head Panel. | 1½ to 2                     |                                    | Hollow metal filled with approved<br>insulation of thickness and densi-<br>ty as given under "Insulants<br>for Class A-1 Construction." |
| E. F. Hauserman Co.,<br>Cleveland, Ohio.         | Hauserman Ma-<br>rine Steel Bulk-<br>head Panel. | 1                           |                                    | Hollow metal filled with approved<br>Rockwool, 12 lbs. per cu. ft.<br>density.  |
| Homosote Co., Trenton,<br>N. J.                  | Pyrosote   | 1                           | 6.0                                | Solid or laminated asbestos com-<br>position.   |

| Manufacturer                                    | Panel                                   | Minimum thickness                      | Approx. wt. lbs. per sq. ft. | Type   |
|---|---|--|------------------------------|--|
| Johns-Manville Co., New York, N. Y.             | Marinite.....                           | $\frac{3}{4}$ inches                   | 2.9.....                     | Solid asbestos composition.  |
| Keasbey & Mattison Co., Ambler, Pa.             | "C" Board.....                          | $\frac{3}{4}$ .....                    | 2.6.....                     | Solid asbestos composition.  |
| Martin-Parry Co., York, Pa.                     | Martin-Parry Marine, Class B Panel..... | $2\frac{3}{4}$ .....                   | 5.6.....                     | Hollow metal assembly.   |
| James McCutcheon & Co., New York, N. Y.         |   | $1\frac{1}{2}$ .....                   |                              | Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A-1 Construction." |
| Mills Co., Cleveland, Ohio.                     | Victory.....                            | $1\frac{1}{2}$ (core)                  |                              | Firefoil core metal veneer.  |
| Pantasote Co., New York, N. Y.                  | Sote asbestos cement board.             | 1.....                                 | 4.7.....                     | Solid asbestos composition.  |
| Parmentier Plywood Service, Philadelphia, Pa.   | Parmarine.....                          | $\frac{3}{4}$ to $1\frac{1}{2}$ (core) |                              | Any approved Class B panel wood veneered.  |
| Philip Carey Co., Washington, D. C.             | Firefoil.....                           | $1\frac{1}{2}$ is                      | 3.8.....                     | Air-cell filler asbestos face sheets.  |
| Philip Carey Co., Washington, D. C.             | Firefoil.....                           | 1.....                                 | 3.8.....                     | Air-cell filler metal veneer.  |
| Porcelain Metals, Inc., Long Island City, N. Y. | Seaporcel.....                          | $1\frac{1}{2}$ to 2.....               |                              | Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A-1 Construction." |
| S. H. Pomeroy Co., New York, N. Y.              | Jackson Snap-in Panel.                  | $1\frac{1}{2}$ is                      |                              | Metal assembly with two $\frac{3}{4}$ is" asbestos millboard linings.  |
| H. H. Robertson Co., Pittsburgh, Pa.            | Keystone.....                           | 1.....                                 | 3.8.....                     | Metal faces, 8-ply asbestos air-cell fill.   |
| Saino Mfg. Co., Memphis, Tenn.                  | Saino Marine.....                       | $\frac{3}{4}$ .....                    | 4.9.....                     | Metal faces sprayed vermiculite insulated.   |
| Snead & Co., Jersey City, N. J.                 | Marine Board.....                       | $1\frac{1}{2}$ to 2.....               |                              | Hollow metal filled with approved insulation of thickness and density as given under "Insulants for Class A-1 Construction." |
| U. S. Gypsum Co., Chicago, Ill.                 | Marine Board.....                       | $\frac{3}{4}$ .....                    | 3.1.....                     | Composition board with metal veneer.   |
| Warren Veneer & Panel Co., Warren, Pa.          | Warvenite.....                          | $\frac{3}{4}$ (core)                   | 2.9.....                     | Marinite core veneered.  |

#### ITEMS EXAMINED BY COAST GUARD HEADQUARTERS AND FOUND SUITABLE FOR MERCHANT MARINE USE

##### FLAME ARRESTERS

Shand and Jurs Co., Berkeley, Calif., Standard 8-inch, Figure 863, flame arrester with copper tube bank (drawing No. ST-910, revised 2 September, 1943), and special 8-inch flame arrester with semi-steel body, copper tube bank, and brass tube bank shell (drawing No. ST-4300, revised 18 November 1943); satisfactory for use with inflammable and combustible liquids in bulk of Grade A or lower on tank vessels subject to jurisdiction of Coast Guard.

##### ELECTRICAL APPLIANCES

For the use of Coast Guard personnel in their work of inspecting merchant vessels, a new publication entitled, "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," has been printed and is now being distributed. To supplement this publication, the electrical equipment is listed in the same style. This list is not intended to be an all-inclusive list of miscellaneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

| Manufacturer and description of equipment   | Location apparatus may be used                |                                  |            |                            | Date of action |
|---|---|----------------------------------|------------|----------------------------|----------------|
|   | Passenger and crew quarters and public spaces | Machinery, cargo and work spaces | Open decks | Pump rooms of tank vessels |                |
| Auth Electrical Specialty Co., New York, N. Y.:<br>Magazine fire alarm annunciator, catalog No. 5720, drawing No. 82043, alt. 2.....                          | x   | x                                |            |                            | 11-17-43       |
| Condi-Lite Corporation, New York, N. Y.:<br>Berth or desk light, 25-watt maximum, type E-14, drawing K43-838-1, alt. 0.....                                   | x   |                                  |            |                            | 12- 9-43       |
| Bracket, mirror and ceiling fixtures, types E-13A, E-13B, E-13C, E-13D, and E-13E, 50 watts per outlet, drawing No. K43-838-2, alt. 0.....                    | x   |                                  |            |                            | 12- 9-43       |
| Edwards & Co., Inc., Norwalk, Conn.:<br>Interior communication pushbutton, nonwatertight, 250-volt maximum, catalog No. 17118T, drawing No. 6887, alt. 0..... | x   |                                  |            |                            | 11-13-43       |
| Interior communication pushbutton, nonwatertight, 48-volt maximum, catalog No. 17168T, plan No. 6887-A, alt. 0.....   | x   |                                  |            |                            | 11-15-43       |
| Annunciator, catalog No. 1825, plan 5190-807A, alt. 3.....  | x   | x                                |            |                            | 11-22-43       |
| Call bell annunciator, catalog No. 1780, plan No. 5190-807S, issue 7.....   | x   | x                                |            |                            | 11-24-43       |
| Electric Tachometer Corporation, Philadelphia, Pa.:<br>Shaft revolution counter and transmitter, drawing No. 1184-D-3.....                                    | x   | x                                |            |                            | 11-25-43       |
| Murlin Manufacturing Co., Philadelphia, Pa.:<br>Mirror and desk light, 40 watts, drawing No. 508.....   | x   |                                  |            |                            | 11-16-43       |
| Russell & Stoll Co., New York, N. Y.:<br>Switches, watertight, 10 amperes, 250 volts, drawing No. F-9491, alt. 1:<br>Catalog No. 448MC, single pole.....      | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1820MC, double pole.....  | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1822MC, three-way.....  | x   | x                                | x          |                            | 12-9-43        |
| Switches, watertight, 10 amperes, 250 volts, drawing No. B-6327, alt. 3:<br>Catalog No. 496MC, single pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1493MC, double pole.....  | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1496MC, three-way.....  | x   | x                                | x          |                            | 12-9-43        |
| Switches, watertight, 2-gang, 10 amperes, 250 volts, drawing No. B-6417, alt. 1:<br>Catalog No. 627MC, single pole.....                                       | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 631MC, double pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 634MC, three-way.....   | x   | x                                | x          |                            | 12-9-43        |
| Switches, watertight, 3-gang, 10 amperes, 250 volts, drawing No. B-6418:<br>Catalog No. 628MC, single pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 632MC, double pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 635MC, three-way.....   | x   | x                                | x          |                            | 12-9-43        |
| Switches, watertight, 4-gang, 10 amperes, 250 volts, drawing No. C-6422:<br>Catalog No. 629MC, single pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 633MC, double pole.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 636MC, three-way.....   | x   | x                                | x          |                            | 12-9-43        |
| Receptacles, watertight, 10 amperes, 125 volts:<br>Catalog No. 447MC, drawing No. F-9592, 2-wire.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 479MC, drawing No. B-6345, 2-wire.....  | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1479MC, drawing No. B-6331, alt. 5, 3-wire.....   | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 495MC, drawing No. B-6332, alt. 1, 2-wire, 2-gang.....  | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 638MC, drawing No. B-6419, alt. 1, 2-wire, 3-gang.....  | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 639MC, drawing No. C-6421, alt. 1, 2-wire, 4-gang.....  | x   | x                                | x          |                            | 12-9-43        |
| Switches and 2-gang receptacles, watertight, 10 amperes, 125 volts, drawing No. B-6420, alt. 1:<br>Catalog No. 498MC, single pole.....                        | x   | x                                | x          |                            | 12-9-43        |
| Catalog No. 1498MC, double pole.....  | x   | x                                | x          |                            | 12-9-43        |



| Manufacturer and description of equipment  | Location apparatus may be used                |                                  |            |                            | Date of action |
|--|---|----------------------------------|------------|----------------------------|----------------|
|  | Passenger and crew quarters and public spaces | Machinery, cargo and work spaces | Open decks | Pump rooms of tank vessels |                |
| The Simes Co., Inc., New York, N. Y.:  |   |                                  |            |                            |                |
| Blinker signal light, watertight, 4 40-watt lamps maximum, drawing No. 100                           |   |                                  | x          |                            | 12-1-43        |
| Side light, oil or electric, size No. 2, drawing No. 1023-COM, rev. 11/9/43                          |   |                                  | x          |                            | 12-1-43        |
| Masthead, range and towing lights, electric, size No. 2, drawing No. 1022-COM, rev. 11/9/43          |   |                                  | x          |                            | 12-1-43        |
| Masthead, range and towing lights, oil, size No. 2, drawing No. 1023-O, rev. 11/9/43                 |   |                                  | x          |                            | 12-1-43        |
| Stern light, oil or electric, size No. 2, drawing No. 1024-COM, rev. 11/9/43                         |   |                                  | x          |                            | 12-1-43        |
| Anchor and not-under-command lights, oil or electric, size No. 2, drawing No. 1053-COM, rev. 11/9/43 |   |                                  | x          |                            | 12-1-43        |
| Spear Lighting Fixture Mfg. Co., New York, N. Y.:  |   |                                  |            |                            |                |
| Blinker signal light, watertight, 4 40-watt lamps maximum, catalog No. 1786-4                        |   |                                  | x          |                            | 11-27-43       |

## AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. These affidavits are kept on file at Coast Guard Headquarters and a list of approved manufacturers is published in the BULLETIN for the information of all parties concerned. The affidavits received and accepted during the period from November 16 to December 15, 1943, are as follows:

*Chas. M. Bailey Co., Inc.*, San Francisco, Calif., relief valves.  
*Bellingham Iron Works, Inc.*, Bellingham, Wash., duplex oil strainers.  
*DeZurik Shower Co.*, Sartell, Minn., valves.  
*Jenkins Machine Works, Ltd.*, San Francisco, Calif., valves and fittings.  
*Miller Metal Products Co., Inc.*, Baltimore, Md., bulkhead and deck connections.  
*Portland Fabricating Co.*, Portland, Oreg., valves.  
*Potts Manufacturing Co.*, Mechanicsburg, Pa., flanges.  
*The Stearns-Roger Mfg. Co.*, Denver, Colo., class II cast iron manifolds.  
*Vapor Recovery Systems Co.*, Compton, Calif., valves.  
*Henry Vogt Machine Co.*, Louisville, Ky., handhole plates.

## ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that fusible plug manufacturers who desire to have their products approved for marine service shall submit samples for testing from each heat to the Commandant, United States Coast Guard. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. For the information of all parties concerned, a list of approved heats for manufacturers which have been tested and found acceptable during the period from October 16 to December 15, 1943, is as follows:

*Glasgow Iron Works & Supply Co.*, New York, N. Y., heat No. 467.  
*H. B. Sherman Manufacturing Co.*, Battle Creek, Mich., heat Nos. 413 to 421, inclusive.

## AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

For the information of those interested in knowing when all the amendments to the inspection and navigation regulations and when equipment approved for merchant vessels were published in the Federal Register, the following table for the period from November 16 to December 15, 1943, is published. Reprints are not available for distribution to the public, but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

| Publication date | Subject  | Title and parts amended   |
|------------------|--|---------------------------|
| Nov. 19 .....    | Regulations amended for lifesaving suits, whistles, jackknives, and boathooks for life rafts approved after March 15, 1943.  | Title 46, part 153.       |
| Nov. 19 .....    | Approval of equipment .....  | None.                     |
| Nov. 26 .....    | Regulation amended covering steel pipe .....   | Title 46, part 151.       |
| Nov. 26 .....    | Approval of equipment .....  | None.                     |
| Dec. 9 .....     | Regulations amended covering first-aid kits for use in lifeboats and life rafts; whistles and jackknives; and vent lines for cargo tanks on ocean and coastwise vessels. | Title 46, parts 153, 160. |
| Dec. 9 .....     | Approval of equipment .....  | None.                     |

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